DOUNTRY_	East Germany	elease 2003/08/12 : CIA-RDP82	REPORT NO.	25
TOPICIII	erseburg Airfield		The state of the s	antourdy, All Material Productive State of State Course to Source
EVALUATION	25X1	PLACE_OBTAINED		25X1
DATE OF CO	NTENT 21 October	r to 12 November 1952		
DATE OBTAIL	NED	25X1 DATE_PREPARED	15 December 1952	
REFERENCE	s	25X1		
PAGES	5 ENCLOSURES	(NO. & TYPE) 3	- three sketches on dit	to 2
REMARKS		TOPY	TOTAL NEW WINDOWS CONTROL OF A NOVABLE IN A SECURITION OF A SE	
ar Carlotte and Carlotte and Carlotte and Carlotte	DO NO	OT CIRCULATE	евительного У XII Автонновый переда в ком лайо полова обрани, аймого вы нешего начинае на начинае начинае начи	And the state of t
	Менайстинда облабаванского области поста досционално — поста области		25X1	elemen - Gelalle der Mala elektroleren bilda di altern Yang der alt serilian
			25/(1	
	and the cloud base to 22 October. Between	was no air activity. The was at an altitude of 300 m n 9:10 a.m. and 3 p.m., inc lanes. There was a 10/10 c meters.	meters. dividual flights were m	ade by
X1	23 October. Between	n 4 and 11 p.m., individua		de by r was good,
X1 X1	24 October. Between 4, 8 and 16 Mig-15s	n 9:40 a.m. and 3:30 p.m. including 12 planes	there was formation fl	
X1 X1	cloud ceiling was a	dual flights were made by The visibility tan eltitude of 800 meters to of two planes which main	y was limited to km, s. After nightfall fi	ving was
	26 October. Thirty	-three HG-15 and type-29	planes were counted at	the field.
K1 X1		mera were no crodda.	-	
	27 October Botuee		Ke	

5302077/

9

25X1

25X1	
25X1	

28 October. Jetween 8:15 a.m. and 4:20 p.m. practiced by aircraft

ced by aircraft
There was a 10/10 overcast, the cloud base being at an

altitude of 600 meters. The visibility was limited to 2 km.

25X1

25X1

25X1

25X1

30 October. Individual flying was practiced throughout the day in good weather. Dotween 6:30 and 10 p.m., MiG-15s circled over the field.

31 October. Between 8 a.m. and 5 p.m., there was individual flying fortimes ranging between 30 and 60 minutes.

cast at an altitude of 600 meters and a visibility of h km. Between 5:h0 and 7 p.m., Plying was practiced in elements of two, the distance between the two planes being about 10 aircraft lengths. Formation flying was perferned rather poorly.

1 Tovember. There was no air activity up to 1 p.m.

2 and 3 November. No flights were made. It raised continuously, and the visibility was limited to about hoo meters.

h Movember. Detween 7:30 a.m. and h p.m., individual TiG-15s circled over the field. There was good visibility. The cloud base was at an altitude of 800 meters. Between 5:30 and about 10 p.m., night flying was practiced in clements of two. The planes flow in elements of two, the distance between the two planes being about 20 aircraft lengths. After the take-off, the planes disappeared in the clouds.

Solution Individual flights were made by Mid-15s. The visibility was limited to 3 km, and the cloud ceiling was at an altitude of 600 meters. Aircraft observed at the field included 31 Mid-15s, 1 type-29 plane, 1 Yak-11 plane and 1 single-engine, low-wing nonoplane.

6 to 13 November. Individual local flights were made on 6. 11 and 12 November.

- 2. There was an estimated occupation of 1,300 men wearing black-tordered blue opaulets, 30 to 100 men wearing red-bordered black opaulets with artillery insignia, and about 15 men wearing black-bordered black epaulets. Detween 27 October and 1 Tovember, soldiers pearing red-bordered black epaulets were assigned to guard duty at the field.
- 3. All the MiG-15s at the field were equipped with auxiliary fuel tanks. Air activity performed at the field indicated that some of the pilots had much experience in flying on iG-15s including instrument flying, while the other portion of pilots still conducted basic flight training such as local flights. Instrument flying was seldom performed on Yak-11 or type-29 planes. The front and side windows around the pilot's sout were covered with black curtains.

SHOTA TY

	SVCRUT/	
	3	
110	The engines of the MiG-15s were started according to two methods. It was nostly observed that the engines were started by the pilots in the cabin. At first, either a roaring or a whistling noise was heard, the latter being followed by the roaring noise after about 30 seconds. It was often observed that this procedure was particularly quick and that the engine was running only one minute after the pilot entered the cabin. The aircraft engines were seldom started by means of a two-wheel carriage which stood under the nose of the plane.	
5.	Two alert flights were continuously parked east of the east end of the runway and about 100 meters south of the runway respectively. The alert planes were parked either in one line parallel to the runway or at a right angle to the runway with the aircraft noses pointing to the west. It was frequently observed that 5 to 10 men	
	did maintenance work on the planes. A detail of at least three sentries guarded the planes. Since the planes were not moved at nightfall and were still there on the early norming, source believed that they remained at the dispersal area during the night. It was	
	seldom observed that one of the eight places was started by means of a starter carriage. Since there was traffic between the places and a nearby trailer,	25X
	72 Man 22 7.000 110 Man 110 Ma	
6.	Faintenance work on MiG-15 was performed in the open. Two to four men awaited each MiG-15 which returned from a flight. Waintenance work on the parked aircraft was in progress almost continuously. If larger repairs were necessary, the planes were towed into the repair	
	hangar. It was observed through the open gate that a MiG-15 or individual sections such as wings and tail units were suspended in the repair hangar. —pare parts were probably hauled to the field in closed trucks or by rail. Howes containing spare parts have not been observed at the field. It is possible that an intermediate overhauling of planes was performed at a other airfield because it was repeatedly observed that individual MiG-15s took off from the field and did not return on the same day.	3ec -
7.	Pecently, it was not observed that aircraft crates arrived at the field. No such crates could be observed at the field. Almost every Cay, two to six railroad cars arrived at the field. The cars were disconnected from the locomotive near the western hangar	25X
8.	Up to 5 Lovember, only one AL cun emplacement on the northern edge of field was occupied by six curs which were covered with tarpaulins. Only the barrels projected from the canvas. Eight trucks were parked nearby. It was not observed that the curs were used for training activity The personnel of the AL unit were red-bordered black epaulets. They were quartered in the former headquarters building at the field.	∀ •
9.	Every evening between 5:15 and 5:30 p.m., mail was picked up at the Cerseburg railroad station, put into canvas bags and hauled away on truck 3 1-13-47.	

SHORET,

25X1 25X1

	,
	*
25X1	
10.	At about 2 p.m. on 25 October, four MG-15s were parked at the east end of the runway. After 3:30 p.m., a jeep towed three MG-15s out of the westernmost ham; ar. Subsequently, the planes were parked near the four MG-15s at the east end of the runway. The towed
	plane was coupled to the jeep by a rod which was attached to the strut of the nose wheel. Between 11:30 a.m. and 3 p.m. on 1 No ember, there was no air activity. The weather cleared up. On 2 November, seven Nid-15s were parked at the east end of the runway, but no flights were made.
•	
. 11.	The Lumbo type radar set was still observed in the southwestern corner of the field. Another radar set with four grows of dipoles was located at the wall in the southeastern section of the field. About 10 meters north of this set, another radar set was observed after
	25 October.
12.	after 1 Tovember, an excavator was being used on the southern edge of the field. Ten fuel tarks lay beside the nounds of sand.
13.	At 10 a.m. on 31 October, 12 MiG-15s were parked south of the east end of the runway. At 11:35 and 11:50 a.m. respectively, one MiG-15 took off. To landings were observed. Sim tank trucks were parked near the warehouse on the castern edge of the field. Six spotlights were
K1 X1	observed between the field border and the landing beacon.
X1 1.	The air activity observed shows that the pilots of the regiment have a different status of training. Some of the pilots are apparently able
X1 1. X1 X1	The air activity observed shows that the pilots of the regiment have a
<1 <1	The air activity observed shows that the pilots of the regiment have a different status of training. Some of the pilots are apparently able to fly even in bad weather while the other pilots have not yet reached
<1 <1 <1 2.	Inc air activity observed shows that the pilots of the regiment have a different status of training. Nome of the pilots are apparently able to fly even in bad weather while the other pilots have not yet reached the final state of training.
K1 K1 2. K1 3.	The air activity observed shows that the pilots of the regiment have a different status of training. Nome of the pilots are apparently able to fly even in bad weather while the other pilots have not yet reached the final state of training. Doment. For sketch of the flight course observed during instrumentalight training, see Amer. 1. The purpose of this flight course cannot be determined. It is possible that the plane approached the larding leacon two times, once from the south and the other time from the north, before flying along the flying lane toward the field. Doment. It was previously reported that 2 to 3 cars with concrete plates, each 60 x 65 cm and 10 cm tick, arrived at the field coming from the Rumerohy factory. Comment. It was previously reported that 2 to 3 cars with concrete plates, each 60 x 65 cm and 10 cm tick, arrived at the field coming from the Rumerohy factory.
X1 X1 X1 2.	Inc air activity observed shows that the pilots of the regiment have a different status of training. Nome of the pilots are apparently able to fly even in bad weather while the other pilots have not yet reached the final state of training.
X1 X1 X1 2. X1 3.	The air activity observed shows that the pilots of the regiment have a different status of training. Nome of the pilots are apparently able to fly even in bad weather while the other pilots have not yet reached the final state of training. Description of the flight course observed during instrument flight training, see Annex 1. The purpose of this flight course cannot be determined. It is possible that the plane approached the landing reacon two times, once from the south and the other time from the north, before flying along the flying lane toward the field. Journal of the Rumerohr factory.

Approved For Release 2003/08/12 : CIA-RDP82-00457R015900160001-2

SECTION?

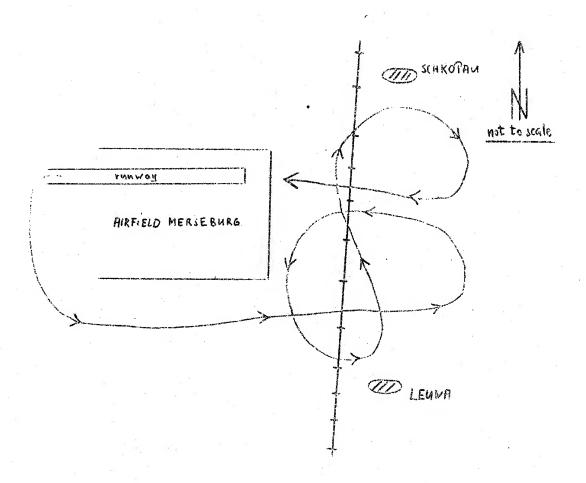
antennas is reported for the first time. The presence of these three sets was also reported from Littstock, Laerz and Gardelegen airfield.

The Lumbo type radar set or the set with four groups of dipoles is probably used for early warning of the approach of energy planes, the other one of the two sets is probably used as fighter control set and the set with two Yagi antennas is probably used as IFF set. For location of sets, see Annex 2. For sketch of set with two Yagi antennas, see Annex 3.

25X1

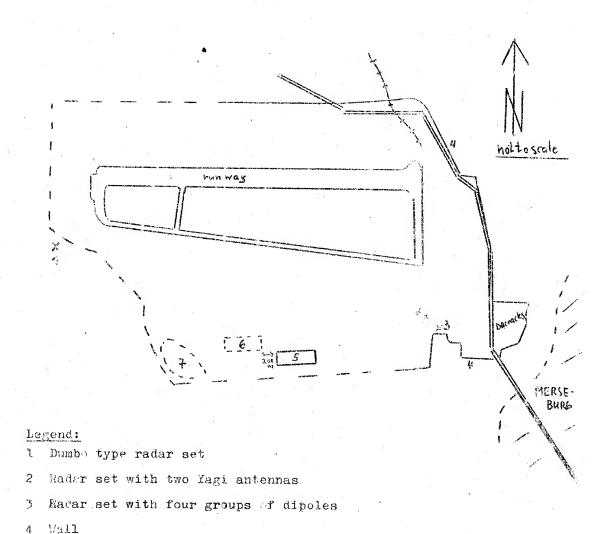
6. Comment. Another fuel dump is possibly leing erected next to the fuel dump on the southern edge of the field. The concrete slabs mentioned in paragraph 3 of this comment are possibly used for the construction of the new fuel dump. For location of fuel dumps, see Annex 2.

Course Observed /Instrument Flying at Merseburg Airfield



SHORET/

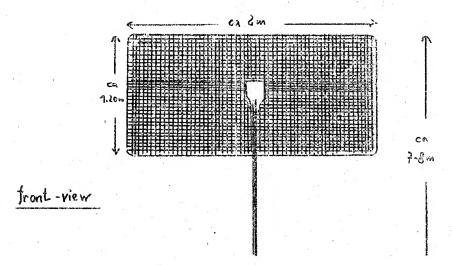
Radar Sets and Fuel Dumps at Merseburg Airfield



- Fuel dump
- 5 Fuel dump under construction
- 7 Ammunition dump and firing range

SHORETY

Radar Set with Two Yagi Antennas at Merseburg Airfield



side-view and marketing the state of the sta